

Broadview-Bitter Lake-Haller Lake Neighborhood Advisory Committee (NAC)

Bitter Lake Community Center

December 8, 2010

(6:30 – 8:00 PM)

MEETING SUMMARY

ATTENDEES

NAC MEMBERS:

Dan Stern, Edmond Ryan, Fran Clifton, Gloria Butts, Greg Brotherton, Jeff Vander Giessen, Joseph Monda, Josh Freedman, Richard Dyksterhuis, Rick Barrett, and Susan Eastman Jensen.

PUBLIC MEMBERS:

Justina Guyott (Rainier Beach Neighborhood resident).

CITY STAFF:

Nora Liu (DPD), Pamela Banks (DON), Kerry Wade (DON), Sebhat Tenna (DON), David Goldberg (DPD), Celeste Duncan (SPU), Shannon Kelleher (SPU), Keith Hinman (SPU), Holly McCracken (SPU), Jonathan Dong (SDOT), Tony Mazzella (SDOT), Sara Robertson (SDOT), and Jim Curtin (SDOT).

GOAL OF MEETING:

Get presentation from and hold discussions with City departments (SPU, SDOT) and use the information to help structure BBH neighborhood planning update process

COMMUNITY REPORT OUT

Richard L. Dyksterhuis, NAC member, provided presentation on the census data for the planning area showing rental vs. homeownership. Lack of amenities in area, excess low-income housing was cited.

City staff informed that some updated Census data would be available next year.

SUMMARY OF NOVEMBER MEETING

NAC member mentioned that statement made relating to underserved was not reflected and comments relating to mapping were not included in summary

City staff reminded the group that the summary is not verbatim; just a summary

ABSENCES

- It was reported that Patricia McCoy, NAC member, and Deborah Phare, an alternate, have resigned; and Michael Rice, an alternate, has not attended last three meetings.
- NAC members discussed to determine what to do about alternates missing meetings. It was reiterated that alternates need to meet same standards as seated members. They are

expected to attend all regular meetings, as they need to be up to speed on issues as if they were full members.

- ***Decision was made to make Joseph Monda, NAC alternate, a seated member to replace Patricia McCoy, a seated member who has resigned.***
- The Need to identify and recruit two more members, youth and low income renter, was reiterated. Also, currently there are five alternates positions open. Please contact Sebhat Tenna at 206-733-9977 or by email, Sebhat.tenna@seattle.gov for more information.

CONFLICT OF INTEREST

Documents were distributed for review. NAC members were asked to read and become familiar with the guidelines. They were also encouraged to feel free to call staff at Ethics and Elections Commission (206-684-8500) with any questions.

SEATTLE PUBLIC UTILITIES (SPU)

- The Seattle Public Utilities has four lines of business: drinking water, solid waste, drainage and sewer.
- For drinking water, SPU manages storage facilities, pipes, etc and also helps in water conservation.
- Solid waste relates to trash, composting, recycling.
- Drainage and sewer have the most impact on neighborhood planning issues.
- For drainage, although some areas have always had flooding problems, development can increase risk of flooding and pollution of our water bodies, making rainwater flow faster into bodies of water with less filtration. SPU tries to slow down the flow and minimize pollution. New Green Infrastructure requirements will assist in this effort. BBH area does not have a lot of storm-drains, and relies on natural drainage...ditches, etc.
- Flow of water must be addressed whenever changes are made. SPU is concerned with creek watersheds in the Densmore Drainage Basin area. Natural drainage systems impact sidewalk development¹.
- This area, including BBH, has separate waste-water and storm drainage pipes. SPU will work with NAC/neighborhood plans to address infrastructure and education needs². SPU assists with side sewer issues.

¹ When installing a natural drainage system the placement and location of sidewalks are impacted. Swales, in order to be effective and work properly, are very wide and long, thus cutting the room available for sidewalks. For example in the proposed Venema NDS project, only 1 side of the street is getting a sidewalk and, potentially, an existing sidewalk (on the other side of the street) will be removed to make room for the swale. Thus Natural Drainage Systems impact sidewalk development as well as parking availability. The impact is related to the limited space available in the rights of way for all the different uses and the space that swales, in particular, take up.

- Work is being done on Linden Avenue North and some work on Aurora. With regard to Aurora Avenue, SPU is waiting for SDOT to get ready to work in conjunction with them.
- SPU is working on flooding issues in Haller Lake and Bitter Lake areas.
- NAC member stated that they would like assistance from City to deal with flooding problem in parking lot of the Church on 125th and Phinney.
- Staff shared the number to call for flooding issues/assistance: 206-386-1800. The line is available 24/7 and it is helpful for tracking purpose. There is also interpretation available on this line in 14 languages.

Q. Who is responsible for drinking water quality?

A. SPU is responsible

Q. Who is responsible for access to Bitter Lake?

A. Most of lake is private property. SDOT is responsible for right-of-way on shore. Also, DPD is in charge of addressing 'blocking of accesses' to the rights of way. Inspectors can determine cause of any issues.

Q. What is the status of the pilot program being developed to address sewer back up issues in Broadview?

A. There will be a meeting in the future regarding this issue. King County is also involved.

SEATTLE DEPARTMENT OF TRANSPORTATION (SDOT)

- The Seattle Department of Transportation (SDOT) is responsible for street right-of-ways. <http://www.seattle.gov/transportation/sdotmission.htm>. Though it owns and operates the Seattle Street Car, the City is not responsible for bus and transit services.
- SDOT does both very large and very small projects. The Transit Master Plan, the Pedestrian Master Plan and Bicycle Master Plan are city-wide modal plans and are looked at to identify projects within neighborhoods. SDOT tries to integrate neighborhood plans with Master Plans and sub-area plans.
- Pedestrian Master Plan shows areas of missing or substandard sidewalks and identifies areas of opportunity to better facilitate crossing the roadway. Walking maps were recently completed for various areas of the city. SDOT walking maps and bicycling maps were distributed. Budget limits how many projects can be built. Linden Avenue North has full funding. Construction will begin in May 2013 to provide sidewalks, crosswalks, trail link, and changes to parking. There will be community open house held in February or March.

² The education need would be primarily through the info on that side sewer Web page ([http://www.seattle.gov/util/Services/Drainage & Sewer/YourPropertySideSewer/index.htm](http://www.seattle.gov/util/Services/Drainage%20&%20Sewer/YourPropertySideSewer/index.htm)) – which includes attached brochures and resources – helping you maintain and repair side sewers, and safely clean up sewer spills. There is other good info on pages linking to that as well.

- Rapid Ride is coming to the area – Aurora Ave N. SDOT has applied for a federal grant, of which a portion would help fund and build sidewalks to connect to stops - \$5 million of grant goes to pedestrian improvements. Improvements at 130th and Aurora is funded; improvements at 135th are part of the applied for grant. Rapid Ride will implement service in 2013 and it will replace the Metro Route 358. More information is available on the Metro website.
- Aurora Traffic Safety Project – Average of 46 collisions per month. 2-year effort to reduce collisions on Aurora by 25% or more. SDOT is partnering with other agencies, including looking at improving enforcement with increased SPD presence. There was 200% increase in citations since project implemented. SDOT has held events to promote the project, as well as billboards on Aurora. Long stretches of Aurora have no crossing opportunities. SDOT has applied for a grant to install additional signals. Unfortunately, there is not enough funding to address all issues. SDOT had allocated \$250,000 for engineering improvements, which include an improved crosswalk and signals at 130th; and have installed new sidewalk at Aurora and 115th.

Q. What is the cost to install crosswalks?

A. SDOT gets lots of requests for crosswalks. All requests must meet criteria. Call 206-684-WALK for suggestions and to request a crosswalk.

Additional information subsequent to NAC meeting:

Each intersection would have to be analyzed first to see what other added things might be needed (signage, for example), but a general cost would be about \$5000 per intersection (all four legs). Signs are always a part of a marked crosswalk. Typically, advance signs and signs at the crosswalks themselves. Other features, like a pedestrian refuge island or overhead beacons, will add to the cost.

PUBLIC COMMENT

No comments were made

NEXT STEPS

- Requests for walking tour with City staff:
 - Would be good to have the walking tour highlight where improvements are needed and where opportunities exist within the hub urban village area.
 - Need to schedule before first community meeting in March. Would most likely require two hours.
- City is looking at bringing an urban design consultant on board. Will bring in another consultant after March meeting.
- Should meetings be extended to two hours?
 - Looks like there should be more time to discuss items.
 - NAC will need to begin setting time aside to plan for March meeting as well.
 - NAC will begin working in conjunction with POLs on outreach for March meeting.

Decision was made to go to a two-hour meeting from 6:30 to 8:30.

- NAC requested:
 - for more information on Town Hall meeting in order to share with community.
 - for information on NAC budget; will there be funding available in 2011?

There is funding for next year: \$30,000 for consultant to address priority area from March meeting, also money for renting space, printing, POLs, and NAC meetings.